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List of Annexes

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List of Abbreviations

CD	Community Development
ESFD	Economic and Social Fund for Development
FMU	Fund Management Unit
MOU	Memorandum of Understanding
MC	Municipal Council
PWMP	Public Works Maintenance Project

1. Background

Beginning 2003, the ESFD started implementing its pilot scheme for participatory local development in the two communities of Mishmish and Aytaroun. Memoranda of Understanding (MOU) were concluded with the municipal councils, two grants of 300 thousand euro each were allocated to each of the two communities to implement demand driven development projects. As per the MOU, a local development process was to be implemented in each community consisting of community mobilization, creation of local structures for dialogue, elaboration of a medium term local development plan, project identification, project implementation and monitoring and evaluation. This process was to be implemented with the guidance and orientation of a Technical Assistance team that accompanies both communities in the above mentioned phases.

The ESFD had to bridge the gap between the signature of MOU and the launching of Technical Assistance. By mid 2003, CD team found it appropriate to launch an accelerated planning and implementation of one small sub-project in each community to strengthen the capacity building process (learning by doing), to increase the credibility of the two Municipal Councils and the reputation of the ESFD Project as an efficient partner and to prepare the launching of the TA who was supposed to start in August 2003.

The first sub-project in Mishmish was the construction of a rural bridge between two steep river banks close to the town centre. The costs were estimated at EUR 39,000. The ESFD Project contributed EUR 30,000 while Mishmish municipality financed EUR 9,000 and ensured the connection of the bridge to the network of small roads on both banks. In Aytaroun, the first sub-project was the purchase and operation of eight pieces of machinery required for regular town infrastructure maintenance and public cleaning, carried out by the municipal council. The costs were estimated at EUR 42,000. The ESFD Project contributed EUR 30,000 while Aytaroun municipality mobilized EUR 12,000. Both projects were completed by end of 2004.

2. Impact Assessment

The impact of a project is defined by the Manual of Procedures for the Community Development Component as “the overall contribution made by a sub-project to the overall local development. Achieving impact gives the justification for all efforts undertaken in project implementation, operation and maintenance.”

This report tries to measure the contribution of the first projects in Mishmish and Aytaroun to local development in both communities by:

- highlighting the expected results for each project,
- defining objectively verifiable indicators for impact assessment
- defining sources and means of verification

3. The Agricultural Bridge in Mishmish

3.1 Expected results:

1. Reducing the time, distance and cost of transportation between the two river banks of mishmish
2. Creating opportunities for agricultural investment in the village
3. Ensuring an open road between the center of the village and the “maqam/Hersh” region

3.2 Indicators for impact assessment

1. Agricultural lands planted in the area of the bridge
2. Number of farmers who recently planted their lands in the area around the bridge
3. Number of tractors and cars passing daily
4. Number of students passing daily
5. Commercial activities
6. Decrease of accidents

3.3 Means of Verification:

1. Field trips
2. Photos
3. Records of the municipal council
4. Interviews with people

3.4 Results

The construction of the rural bridge has positively affected many aspects of inhabitants' daily lives in Mishmish. Transportation between the two sides of the village has been significantly improved in terms of time, distance and cost. Agricultural activities started to flourish in the bridge area and so is the construction. More inhabitants are heading for the area for excursion which makes it a potential area for future eco tourism activities.

3.4.1 Impact on agriculture

The construction of the bridge has activated agricultural activities in two ways. First, farmers from the “Wata” are able now to cross easily to the other side where commercial activities are centered, to sell their crops and products. Second, around 8000m² of agricultural lands were planted recently which mean that farmers' access to their lands is getting easier and thus they are encouraged to reclaim them.



Recently planted land



Recently planted land



Farmer transporting milk to sell



Farmer transporting crops to sell

3.4.2 Impact on construction activities

Two houses in the bridge area were built during this year and one was rehabilitated after being left for a long time. “Before the bridge construction, I used to face many difficulties in the process of construction especially in the transportation of materials”, reported the owner of one of the houses. “After the construction of the bridge, I was able to complete the construction of my house and I am ready to live here easily”. This shows too that the bridge area could witness more construction and consequently commercial activities in the future.



A newly built house



A newly built house

3.4.3 Impact on tourism

A visit to the bridge area on a Sunday shows the heavy circulation of vehicles and pedestrians. When interviewed, we found out that the majority of passengers are heading to the forest for picnics and walks. The beauty of the nature there and being the best choice for inhabitants when looking for leisure may induce the establishment of tourist activities that could be affordable to inhabitants. Likewise, it may induce some investors to develop eco tourism projects that attract cities' inhabitants.



Family going for lunch in the woods



Circulation on Sunday

3.4.4 Impact on students

Before the construction of the bridge, some students had no choice but to cross the river, reaching their schools in a miserable way from dirt and mud. A teacher from the village Mrs Souad Taleb described the situation in which students used to enter her class with muddy and wet legs. “I used to make these students wait outside to dry up before entering the class”, she said. Now, students are safely crossing the river with an average of 50 students at school time.



Students going back home



3.4.5 Decreased accidents

An interview with the community doctor Khaled Taleb showed that no accident was registered during the last year in the bridge area whereas 5 victims died before the bridge construction while trying to go across the river.



3.4.6 Appreciation of inhabitants

Most of interviewees showed their satisfaction with the bridge construction especially in reducing time, distance and cost of transportation. One family expressed its disappointment from the municipality which took a part from this family's land to widen the road and promised to build a support wall in front of the land but did not do it until now.

3.4.7 Remarks

As shown above, the bridge has undoubtedly had positive effects on the inhabitants' daily life. Yet, some steps must be taken into consideration in order to improve the functionality of the bridge:

- The two sides of the roads connected to the bridge were not finalized yet. Most interviewees complained that the sides of the roads don't have support walls which leave it with a risk of soil sliding from the sides especially on winter.
- Measures should be taken to protect the bridge as public property. People are not yet used to protect the public utilities. The bridge sign was deformed twice and the borders of the bridge were little broken from the edges.
- The roads are still full with pebbles and dust. The municipality should keep the cleanliness of the place.



4. Aytaroun Public Works Maintenance Project (PWMP)

The purpose of PWMP is to sustain well-maintained infrastructure and roads at a low cost. The machines are: tractor, trailer, water tank loader, loader with hydraulic brooms, small roller, asphalt cutter, compressor, rammer, and backhoe.

4.1 Expected results:

1. carrying out required maintenance and repair works for the infrastructure
2. ornamentation of public utilities
3. decreased expenditure for maintenance of infrastructure
4. efficient and timely responsiveness to address emergency needs

4.2 Indicators for impact assessment

1. length of the roads that were maintained
2. length of the arable roads that were maintained
3. number of internal roads that were paved with concrete
4. number of supporting walls
5. cleaning the three ponds at the beginning of every winter
6. irrigation of the trees and gardens at the rate of one day per week
7. tree planting
8. number of times of cleaning the school playground with water
9. cleaning all public roads at the rate of twice per week

4.3 Means of verification

1. comparing the infrastructure's condition six months before the equipment purchase and one year after the purchase
2. field trips and interviews with the town's residents
3. records and documents of the MC
4. photos

4.4 Results

The eight pieces of machinery have helped the municipality improve the infrastructure of Aytaroun at low cost and high efficiency. Municipal records, interviews with members of municipal council and field observations showed that the general benefits of the machineries are numerous. They helped solve urgent and routine issues rapidly and reinforced the community's trust in the municipality. (See annex 2)

The backhoe was the most used for diversity of activities. It was used for street maintenance, digging for water pipes, cleaning, digging bases for support walls, loading construction materials, breaking rocks, digging for tree planting and opening the roads from snow. Before the purchase of the machineries, the municipality used to rent the backhoe with a cost amounting to \$150 per day. As reported by the municipality's engineer Mr Mounir Haydar, the backhoe is used 20 days per month. This means that purchasing this piece has reduced the cost of infrastructure maintenance.



The backhoe



a maintained road

The bob cat was used for cleaning the dirt from the road sides, maintenance of the playground, and opening the road in snow times. The other bob cat is not used in winter when the roads are wet. At other times it is used for cleaning the roads from pebbles. It is used once per week.



The bobcat



the maintained playground

The asphalt cutter was used once for establishing water pipes. The compactor was used to clean the rain collection canal. The road roller was the least used. It was mainly used for rolling the earthy roads. The tractor was used for all kinds of transportation. (construction materials...). (Annex 2)



Working on support walls



a maintained road

5. Conclusion

The first two projects in Mishmish and Aytaroun have successfully contributed to local development since they met the basic needs of both communities. Weak infrastructure is still a common problem found in all rural communities. The construction of the rural bridge and the purchase of the machineries have helped both municipalities improve the infrastructure of their villages. Other than improving infrastructure, these two projects have had other impacts like creating opportunities for agricultural investment, construction activities and tourism in the case of Mishmish; and acquiring efficient and timely responsiveness to address emergency needs in the case of Aytaroun.



Indicators	Activities	Duration
A. Rural Bridge in Mishmish		
1. agricultural lands planted recently in the area of the bridge	Observing the area around the river and getting information from farmers	3 random days
2. number of farmers who recently planted their lands in the area of the bridge (150)		
3. number of tractors, cars and other agricultural vehicles who pass daily (25, 25)	This could be difficult to be assessed since one side of the river is not completely connected to the road	
4.number of students passing daily (150)	Counting the number of students passing in the morning and at the end of a school day	3 random days
5. Commercial activities around the bridge area	Direct observation	
6. decreasing rate of accidents	Interviews with community doctors	
7. appreciation of inhabitants	interviews	
B. Public Work Maintenance in Aytaroun		
1.length of the roads that were maintained (15 km)	Getting municipal records. Verification through driving and measuring the length roads	½ day
2.length of the arable roads that were maintained (15 km)	Municipal records and verification through field visits	½ day
3.number of internal roads that were paved with concrete	Municipal records and verification through field visits	½ day
4.cleaning the three ponds at the beginning of every winter	Information from the MC and verification through interviews with people	½ day
5.number of supporting walls (1500 m2)	Municipal records and verification through visiting the sites and counting the number of supporting walls	½ day
6. irrigation of the trees and gardens at the rate of one day per week	Municipal records and direct observation	½ day
7.tree planting	Municipal records and verification through approximate counting	
8. number of times of cleaning the school playground with water (3500 m2) 9. cleaning all public roads (23 km) at the rate of twice per week (mc records+observation)	Getting information from MC and schools and verification through direct observation	½ day
10. appreciation of inhabitants	interviews	½ day

Results of Impact Assessment

Expected Results	Actual Results	Remarks
A. Rural Bridge in Mishmish		
1. agricultural lands planted recently in the area of the bridge	around 8000m2 of agricultural lands were planted recently	
2. number of farmers who recently planted their lands in the area of the bridge (150)		
3. number of tractors, cars and other agricultural vehicles who pass daily (25, 25)	Agricultural vehicles: 15 Cars: 30	
4.number of students passing daily (150)	50	At the end of the school day, 50 students crossed the bridge. 10 of them were in school bus
5. Commercial activities around the bridge area	No commercial activities yet	It is expected that commercial activities will soon especially in the Wata part where there is a very rich forest by inhabitants for walks in nature, picnis..
6. decreasing rate of accidents	No accidents	Interviewed the community doctor
7. pedestrians	Other than students the average number of pedestrians during the week: day 40	As observed, this number may increase on Sundays where the bridge area is most targeted for picnics and walks in the wood
8. appreciation of inhabitants	Most interviewees had positive feedback on the impact of the bridge on their daily lives.	One interviewed family expressed its disappointment from the municipality which took a part of their lands and promised to build a support wall in front of the land but did not do it until now
9.construction	Two houses were constructed in the bridge area	
B. Public Work Maintenance		
1.length of the roads that were maintained (15 km)	6km	
2.length of the arable roads that were maintained (15 km)	Not achieved	
3.number of internal roads that were paved with concrete	One road (400m)	
4.cleaning the three ponds at the beginning of every winter	Two ponds were cleaned once before winter	
5.number of supporting walls (1500 m2)	2000m	The backhoe was used to dig bases for supporting walls. That's why we measured the length and not the surface
6. irrigation of the trees and gardens at the rate of one day per week	Once every two weeks	

7. tree planting	2000 trees	
8. number of times of cleaning the school playground with water (3500 m2)	Not achieved	
9. cleaning all public roads (23 km) at the rate of twice per week (mc records+observation)	Once per week	
10. appreciation of inhabitants	positive	

